

**RESOLUTION of Support for Bicycle Lanes in the Sacramento-San Joaquin
Delta Along State Routes 4, 12 and 160**

02-12

WHEREAS, SB 1556 (Torlakson) mandates the Delta Protection Commission to prepare a plan for the Great California Delta Trail System which is to be a continuous regional recreation corridor that will extend around the Sacramento-San Joaquin Delta; including, but not limited to, the Delta's shorelines in Contra Costa, Solano, San Joaquin, Sacramento, and Yolo Counties.

WHEREAS, the landscape of the Delta poses challenges for the development of a regional trail system as it is predominantly agricultural land in private ownership surrounded by narrow levee roads.

WHEREAS, a Corridor Management Plan for State Route 12 is currently being developed by a team that includes representatives from Caltrans, the Metropolitan Transportation Commission, San Joaquin Council of Governments, Sacramento Area Council of Governments, and Solano Transportation Authority. This Plan will encompass the 52 mile stretch of State Route 12 from State Route 29 to 1-5 which bisects the Delta and passes through 3 Delta counties: Solano, Sacramento, and San Joaquin.

WHEREAS, improved bicycle lanes (class II bicycle lanes, or class I lanes if feasible) along this portion of State Route 12 could be incorporated into the California Delta Trail system to help fulfill the mandates of SB 1556.

WHEREAS, such bicycle lanes would also support other plans which focus on the enhancement of Delta recreation to assist with economic sustainability of the region in a way that is consistent with the Delta Reform Act of 2009 and defining the Delta as an evolving place including California State Park's *Recreation Proposal for the Sacramento San Joaquin Delta and Suisun Marsh*, and the Delta Protection Commission's *Economic Sustainability Plan for the Sacramento-San Joaquin Delta*.

NOW, THEREFORE BE IT RESOLVED that the Delta Protection Commission hereby supports that:

1) Improved bicycle lanes (class II bicycle lanes, or class I lanes if feasible) are incorporated into the Corridor Management Plan for State Route 12 along the fullest extent of the corridor as possible, taking into account concerns of local residents and the viability of the Delta economy.

2) bicycle lanes (class II bicycle lanes, or class I lanes if feasible) are incorporated into future Caltrans and/or California Transportation Commission planning efforts for the Sacramento-San Joaquin Delta portions of State Routes 4 and 160, taking into account concerns of local residents and the viability of the Delta economy.

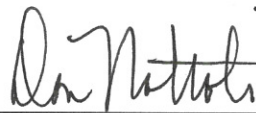
PASSED AND ADOPTED, this 26th day of July 2012:

AYES: 10

NOES: 1

ABSTAIN: 0

ABSENT: 3



Chair, Delta Protection Commission